

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1 (Original): A method for carrying out gear shifting and a twin-clutch transmission, wherein a downshift is carried out as a function of the type of shifting and/or at least one predetermined vehicle parameter.

Claim 2 (Original): The method as described in Claim 1, wherein a pulling downshift with a pulling force interruption is carried out if an increased wheel slip probability is present as a vehicle parameter.

Claim 3 (Original): The method as described in Claim 1, wherein a pulling downshift with a pulling force interruption is carried out if a cold-weather program is activated as a vehicle parameter.

Claim 4 (Original): The method as described in Claim 2, wherein a wheel slip probability parameter is determined as a function of the wheel slip that is actually present.

Claim 5 (Original): The method as described in Claim 4, wherein the pulling force interruption is carried out as a function of the wheel slip probability parameter.

Claim 6 (Original): The method as described in Claim 5, wherein the pulling force interruption is terminated if the wheel slip probability parameter is decreased and thereafter a pulling force restoration is begun.

Claim 7 (Original): The method as described in Claim 6, wherein the larger the degree of pulling force restoration becomes, the smaller the wheel slip probability parameter becomes.

Claim 8 (Original): The method as described in Claim 1, wherein a pushing downshift is carried out with an engine torque intervention if an increased wheel slip probability is present as a vehicle parameter.

Claim 9 (Original): The method as described in Claim 1, wherein a pushing downshift is carried out with an engine torque if a cold-weather program is activated as a vehicle parameter.

Claim 10 (Original): The method as described in Claim 8, wherein the engine torque is increased during the engine torque intervention for a predetermined time period by a double de-clutching, so that during the slip reduction after the gear ratio change no overtorque or minimal overtorque is reduced on the clutch of the new lower gear.

Claim 11 (Original): The method as described in Claim 2, wherein an increased wheel slip probability is present if a cold-weather program is activated.

Claim 12 (Original): The method as described in Claim 2, wherein an increased wheel slip probability is present if at least one ASR (traction control) intervention and/or one ABS intervention is carried out.

Claim 13 (Original): A twin-clutch transmission, especially for carrying out a method as described in Claim 1, wherein a device for carrying out downshifting is provided as a function of the type of shifting and/or at least one predetermined vehicle parameter.

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Claim 14 (Original): The twin-clutch transmission as described in Claim 13, wherein a transmission control device is provided for the recognition of at least one vehicle parameter.